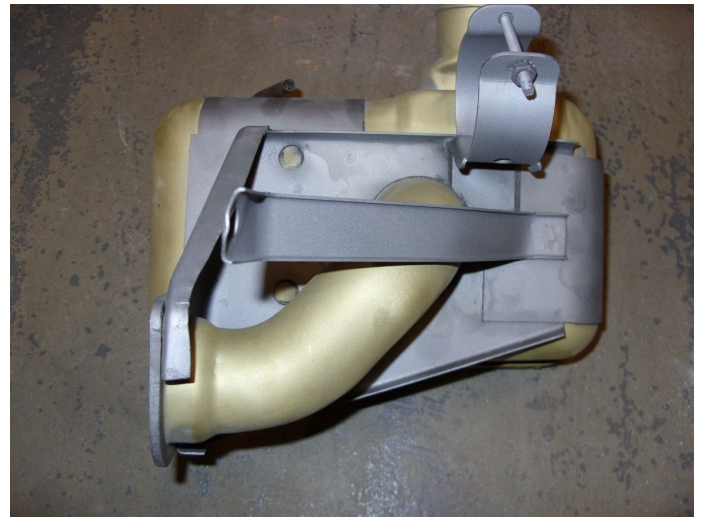


My Hawk build Part 14 by Stuart Clarke

The coolant system.

There are a couple of things going on in tandem at the moment but to save any confusion I'll cover them separately,

As already mentioned, I'm trying to keep things a little more authentic; the old mark 2 Cobras used a rectangular header tank. After quite a bit of research I found out that (amongst others) the tank was used in early 60's Lincolns. After a few internet searches I managed to track a couple of second hand ones down in Canada. Not to worry, nothing ventured nothing gained I sent some money off via PayPal and 4 weeks later I received the tank.



I already knew that it would require a bit of modifying as this version of header tank connects up directly to the block, similar to the 427 cobras, and I wouldn't be using this option. The mounting bracket would need replacing as it's a bit of a squeeze under the Hawk bonnet but we'll get it sorted one way or another. The tank looked as if it had been through a couple of battles and was a tad dented but we'll sort that out too.

A couple hours of brazing, sanding and panel beating and after a lick of paint:



Not bad.

I'd also bought a 60's Motorcraft rad cap to finish it off, but these have a lever clip on the top of the cap and this was a bit too much for the Hawk bonnet clearance, or rather the lack of it. There's some nice chrome ones on Ebay that'll do nicely.

I was going to look at an angled radiator but I'm still waiting to hear from a couple of guys from the 289 register on how they got on with theirs. As an interim a second hand V8 rad that came out of a Hawk came up for at right price so I went for that.

I ordered a twin 10 inch fan kit from Pacet. This comes with all the quick mounts, thermostat switch and even a manual switch and relay for the second fan.

The radiator needed a clean up and a touch up with some paint but was just the job.



I'd got a spare drain tap so I could fit that.
Then I offered the radiator up so I could make some brackets. I made the simple angled aluminum brackets using cardboard templates. They also doubled up to shroud the sides of the rad so the air was forced through the rad.

I fixed the in place, mounted the radiator and refitted the fans.



I could now concentrate on the heater.

The heater is a nice new unit supplied by Hawk. It bolts to the back of the bulkhead behind the dash. The premarked holes on the bulkhead (for the heater pipes) didn't line up anywhere close to where the pipes needed to exit. I was also a little concerned that the positioning of the heater might clash with the windscreen wiper mechanism. I marked out where I thought the mounting holes need to be drilled.



I wasn't happy with the position. I wanted the heater to be a bit lower and better still angled forwards to allow the vents in the bottom of the heater more of an air flow. I decided to make some mounting spacers out of Nylon 66. This can be tapped easily and is also quite heat resistant.



I made the spacers and fitted them. Just the job.

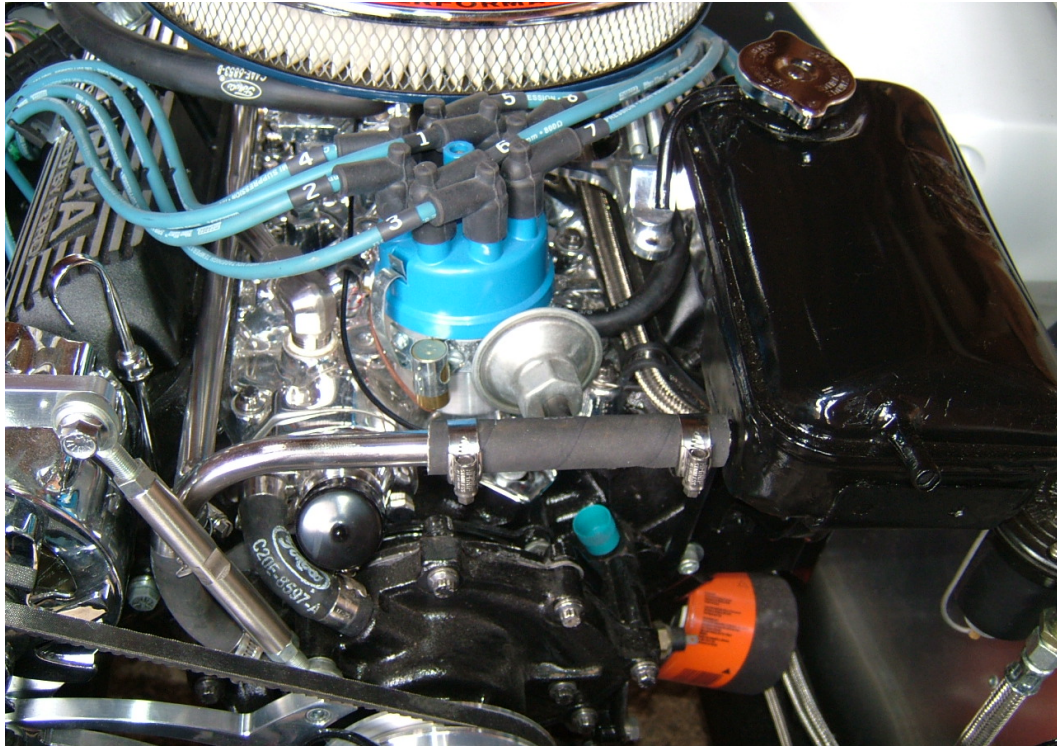
This also helped with the exit of the heater pipes to the engine bay. I drilled the two 32mm holes and fitted some grommets. I then fitted two short lengths of 5/8" heater hose.



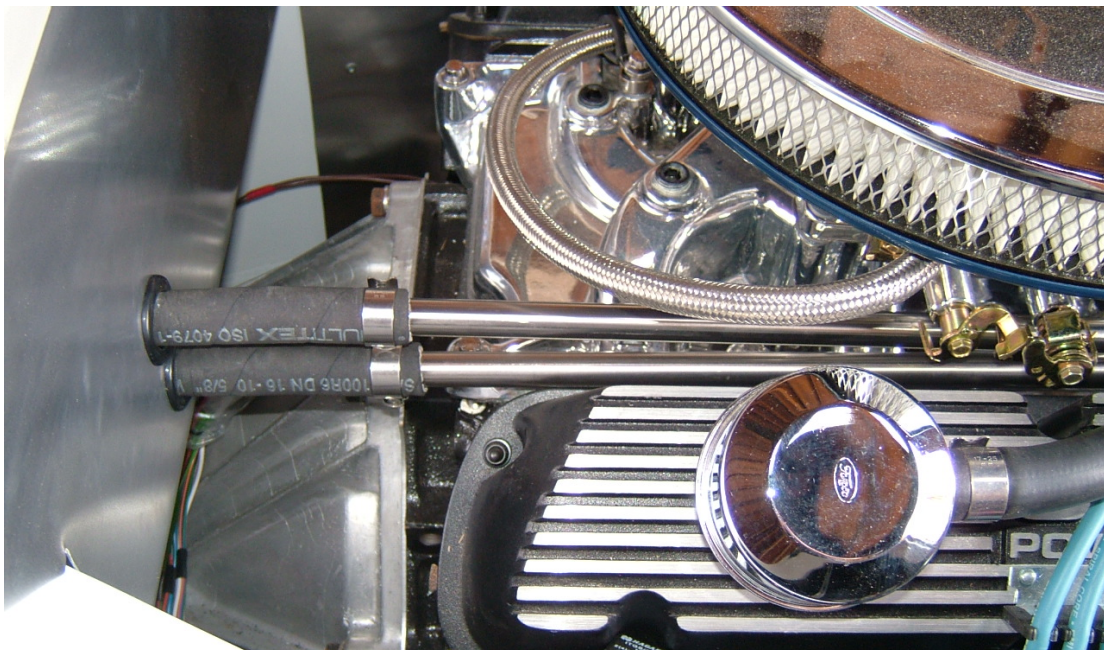
I'd always planned to route the coolant pipes using stainless steel and I cut bent and welded two lengths of 5/8 tube to suit.



Using the same 5/8" hose and some stainless steel hose clamps I was mighty impressed with the result.



Best of all, thanks to my perfect planning with the heater, the coolant pipes lined up at the back too.



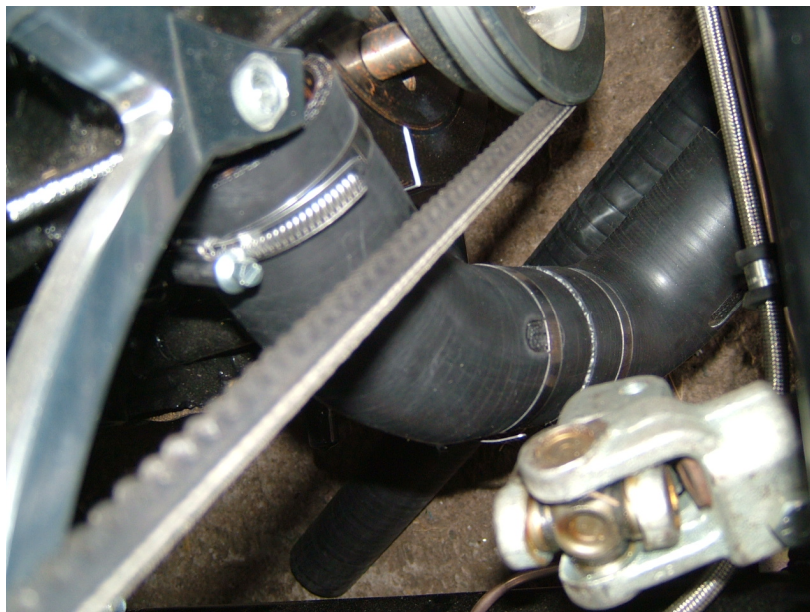
I checked that there wasn't anything fouling on the carb mechanism. It was all clear!

The final items required for the coolant system were the hoses for the radiator. I'd ordered Samco classic silicone hoses and they took over 3 weeks to arrive.



The classic hoses look the part with the benefit of being silicone.

I had to shorten one of the legs of the 45 degree and 90 degree bend and also I shortened one of the hose joiners.



The flexible 1 mtr straight lengths have an impregnated wire helix to stop the hose from kinking or collapsing. They are cut to the required length.



I think I'll get a catch can for the header tank overflow but more on that at a later date.